

J. J. Brummitt

LOANS—INSURANCE—REAL ESTATE.
Phone 59—Under Utah National Bank.

25TH STREET

I own about 1600 feet front on this street, which I expect to sell during the next 90 days, as long as this property lasts, every one will have an opportunity of securing a building lot on the finest residing street in the city; very cheap on easy terms at low rate of interest. I can give any frontage desired, either North or South, and any sized lot required. For the next 90 days I will sell this frontage at from \$10 to \$50 per front foot on easy terms.

FOUR ROOM HOME.

A 4-room home with pantry and closet, city water and electric lights; a large lot running back 135 feet to 27-foot alley, located close in, for only \$1400, \$100 down, balance same as paying rent.

BRUMMITT'S ADDITION.

—I have a number of the most desirable lots in Brummitt's addition for sale at \$100 per lot. These are about a block from a new \$35,000 school building which has been recently erected on the corner of 22nd and Harrison. These lots I will close out at \$10 down and \$10 per month at low rate of interest.

CHICKEN RANCH.

I have one of the most elegant locations for a chicken ranch in the City, consisting of about one acre of ground. This land slopes to the South and West, is sandy soil and is admirably adapted for a chicken ranch, is located near a street car line, within one block of a school house, and has 150 mixed fruit trees all in good shape. I offer this property for \$1500 on any kind of terms.

FINE LOT.

An elegant lot located on the corner of 25th Street and Jackson Avenue, 100 to 1550 feet, facing South and West; this is one of the most elegant lots in the city for an expensive residence or high class apartment house. If sold before August 15th, I will sell very cheap. Can give any kind of terms desired.

23RD STREET.

An elegant lot on Twenty-third Street, 50x135 feet to alley, City water in front of lot; all ready to build on. This is one of the most slightly and best located lots on 23rd Street. An elegant building site, only \$200, \$10 down, \$5 per month. Low rate of interest.

CHEAP LOTS.

Three lots well located on the bench. These are nice slightly lots, and are splendid speculation, only \$25 per lot or \$75 for the three—\$10 down and \$10 per month.

SNAP IN A FARM.

FORTY acres of first class land near Ogden, under the Davis County Canal, near a Pea Factory for only \$1,500. Any kind of terms.

VISSER-NELSON MATCH AT ALHAMBRA JULY 24

On the night of July Twenty-Fourth, the Alhambra theater will be the scene of a wrestling match between two of the strongest men in the western country, Peter Visser of Ogden and George Nelson, formerly of Salt Lake City but now of Preston, Idaho. Aside from their great strength, the two men are known to possess remarkable skill as catch-as-catch-can wrestlers. Nelson has held the intermountain championship for a number of years—almost without opposition—and Visser, though but 24 years of age has sprung into international prominence in sporting circles, through his recent defeat of "Lou" Christiansen, the Scandinavian champion, and victories over other top notch wrestlers on the Pacific coast.

Visser defeated Christiansen at the Orpheum theater, in Ogden, on the night of June 27, in a bout declared by the fans to have been the cleanest exhibition of genuine wrestling ever seen here, and speaking of him after the match, the Scandinavian gripped said: "Visser is a better man than I, his leg work is superior to that of any grappler in the world and he can easily be classed among the very few top-notchers." In this bout, the Ogden fireman and his opponent were on their feet less than two minutes, indicating that Pete is not only in the game to win in a hurry, but to give the fans the kind of a battle they like to see on the mat all the time.

From his early teens, Pete has fostered an ambition to become a champion wrestler and now, though he is but 24 years of age, his ambition appears near realization. His first lessons in the art were taken on a Dutch sailing vessel, before he was 15 years of age and he has lived a life free from injurious habits in order to have his physical strength unimpaired when his wrestling skill became perfected. Coming to Utah from Holland, nine years ago, he continued wrestling as a pastime and, while employed at station No. 1 of the Ogden fire department, took seriously to the work.

He first came into prominence, three years ago when he was persuaded to enter an inter-city tournament between Salt Lake and Ogden wrestlers and put his Salt Lake opponent's shoulders to the mat twice in the short space of ten minutes. His record since then contains only one defeat, by Ad Santel, light-heavyweight champion of the world. In his first professional bout, Visser opposed Henry Weber of Kansas City, one of the top-notchers of the middle west. He put Weber's shoulders to the mat the required two times in four minutes. This drew the attention of the promoters to him and he was matched with Alex Christopherson, the Lehi giant, who was booked at the time to work for one of the prominent Chicago promoters in the "windy" city. He defeated Christopherson in a half hour.

Next, Pete took the measure of Konstantin Romanoff, the Russian wrestler who kept Ad Santel busy for two hours. Romanoff took the first fall but Visser came back and took the next two, in ten minutes. He then decided he would wait no longer for the big men to come to him, but would get out and prove to himself and his friends that he was as good a wrestler abroad as at home. Three months on the Pacific coast, the present day Mecca of the wrestlers, during which time he was defeated only once, gave him the proof desired and he then came back to Ogden. Due to different conditions, the crowd that saw his first match, following his return from the coast, was regrettably small, but it is expected on the evening of Pioneer Day, he will be given a genuine "welcome home" by every red-blooded fan in the community.

George Nelson, Visser's prospective opponent, also has many friends in Ogden, Salt Lake and the northern part of the state, where he is now working on his ranch, and where during the past two winters he has instructed the youth of Southern Idaho in the art of physical culture and self defense, as director of the big gymnasium at Preston. He is a big favorite in that locality and it is anticipated that, owing partly to the big Pioneer celebration that is to be held in Ogden on the Twenty-fourth, many of the northern Utah and Southern Idaho fans will be on hand to watch his battle with Visser.

Nelson's past record is exceptionally good and in him, the Ogden fireman will meet a man of rare brawn and muscle, perfectly acclimated and in fine physical condition. The bout,

On July 1st 206 Saxon dealers in all parts of the country, DRIVING STOCK MODEL SAXON SIXES, staged a 300-mile NON-STOP run to prove the remarkable gasoline economy of "Saxon Six."

The winner averaged 34.23 miles per gallon of gasoline. The grand average for the 206 Saxon "Sixes" was 23.5 MILES per gallon.

The total distance traveled was 61,800 miles—more than twice around the world—nearly 20 times across the continent. During the entire 61,800 miles not a single motor stopped running.

Men from a leading newspaper in each of the 206 cities acted as official observers, and their affidavits certify to the correctness of the records.

Think of 206 Saxon "Sixes," each traveling 300 miles without stopping meeting every condition of road and weather, running through congested city traffic, through mud, through deep sand, through rock-strewn canyons, over hills and mountains and average country roads.

And then the full significance of this average of 23.5 miles per gallon of gasoline will strike you.

This country-wide Saxon "Six" test proves what any Saxon owner could do with his own car. Remember that in most instances, each "Saxon Six" carried five passengers. Ask yourself (if you would know) just how great an achievement this is! What other car, of equal size and power at less than \$1000, could match this record?

Yet, after all, the average of 23.5 miles per gallon of gasoline is not the only remarkable thing about this 61,800-mile run.

For there is the fact that not a

single one of these 206 motors stopped running once. There is the fact that no mechanical troubles occurred. There is the fact of the extraordinary stability and strength of Saxon "Six" that this run establishes.

In no other way could the pledge of STRENGTH, ECONOMY, SERVICE, made to Saxon "Six" owners by the Saxon Motor Car Corporation, be proved more vividly, more clearly, more impressively than by this performance of the car itself.

Here's What the Drivers Say About Saxon Six

(LACK OF SPACE PROHIBITS REPRODUCING ALL THE REPORTS)

Facts Proved by 300-Mile Non-Stop Run

Saxon Six can consistently average over 20 miles to the gallon of gasoline.

Saxon Six can consistently average over 175 miles to the quart of oil.

Saxon Six is so rugged and durable that it can withstand the hardest pounding of the roughest roads.

Saxon Six can perform with an equal degree of satisfaction in any climate.

Saxon Six is possessed of power sufficient to overcome the steepest hills, or pull through the roughest going.

Saxon Six is a steady performer in any part of the country.

Saxon Six is reliable, reliable, reliable—capable of steady, day-in-and-day-out service that satisfies—which is the supreme virtue in any machine.

**SAXON
SIX
\$815**

**SAXON
ROADSTER
\$395**

Weber Auto Company

2564 Washington Ave.

Phone 813

which is to be staged by the Alhambra theater management, the wrestlers will receive sixty per cent of the gross receipts, should be worth going a long way to see.

TIRE REPAIRS IMPORTANT WORK

Autos Depend Much on Rubber on Wheels—Utah Tire Repair Company on Washington, Kirby E. Smith Manager.

With the development of the tire-making industry, the building of automobile tires that are composed of layer upon layer of varying material, all built and shaped in such a way as to give the most wear when used on roads and pavement, there has come the upbuilding of an allied industry that is equally important with the original tire building. This is the repairing and vulcanizing industry, which is represented in a high standard of perfection by the Utah Tire Repair company plant on Washington avenue near Twenty-sixth street.

Study of the methods employed in this tire-repairing plant, where tires are actually rebuilt every day, shows that there is as much experience and learning necessary in the proper vulcanizing of tires as when they are originally built—in fact the workmen in the plant must have sufficient knowledge so that they can follow the ideas of the engineers who originally designed the tires, the chemists who prepared the proper composition, the designers who worked out the varying lines, the expert workmen who followed these instructions and built the tires. They must have the knowledge not of one tire but all tires. Men with little experience can not have accumulated this general knowledge of a manufacturing business, it takes years to learn the trade.

That is one reason why automobile owners of experience do not trust their tires with men inexperienced and do not attempt to do tire repairing themselves. Instead, these owners bring their tires to the repair shop, where the experts examine them where full details regarding all necessary repairs are disclosed and the plans made for the proper mending and vulcanizing of the various defective and torn sections.

After the tires have been examined, the defective places located and the torn spots examined—both from the inner and outer sections of the tire—the removal of any portion that will not resist wear is made. Then the rebuilding starts. The original lines of the tire are followed, the same kind of material is used in the rebuilding process—just the kind that the experienced men of the tire factories have decided will best resist the wear in this type of tire. The tire is completed to its original standard, then placed in the proper molding case and put in the vulcanizer. There a standard temperature and steam pressure is maintained—for the Utah Tire Repair company uses live steam in vulcanizing its tires, instead of dead heat or electricity, which must necessarily damage the rubber composing the body of the tire.

The minor defects on the remainder of the tire are investigated, the proper repairs made and then the

tire is ready for return to its owner—thoroughly rebuilt along proper lines.

Kirby E. Smith, the owner and manager of the Utah Tire Repair company, has had many years' experience in this particular line. He started in the repair business on the Pacific slope before automobiles were in vogue, when bicycle tire repairing was the essential. And his business has developed since that time, along with his knowledge of the new tires placed on the market. He has surrounded himself with efficient, experienced men, all of whom have long since passed their training period and are capable of making the tire repairs. As a result, Ogden possesses the largest, best equipped vulcanizing plant in northern Utah, with the most experienced men in the business in this section, the Utah Tire Repair company factory on Washington avenue.

There's mighty good reason to get acquainted with "Ann," she's a peculiar creature. But be sure that you meet her at the right place—you know some girls are so different one place than they are at another and that's true of Ann Adjustment. You'll find her a pleasant acquaintance if you meet her in the right place, but oh, she's a terror if you meet her somewhere else. She'll get on your nerves and make you wish that you never had seen her, let alone made her acquaintance.

Now that's just a little advice and it might be suggested that when it comes to tire repairs there is just one place where you secure the best all the time and that it where Ann Adjustment feels perfectly happy and at home, at the Utah Tire Repair company.

LYCEUM THEATRE GASOLINE VS. STEAM, EXCELLENT PLAYHOUSE CADILLAC WINS

Among the high class playhouses of Ogden is the Lyceum theater, on Twenty-fifth street, near Grant avenue, which, under the management of Stanley B. Steck is producing some of the best moving picture performances to be seen in any section of country. The plays are all of standard class and the theater is conducted in a manner that is pleasing to all who patronize the place.

The Lyceum theater was erected by the George Maule estate six years ago, and Mr. Steck has managed the place the past three years, having taken a long-time lease. The building is modern in detail and has a seating capacity of over 600, containing a parquetry and balcony. Sanitation and ventilation are the leading features of the popular playhouse and its acoustics are among the best in the city. The stage is adapted for the vaudeville and drama, as well as the moving pictures shows. In moving pictures it is a five-cent house altogether, and its performances continue from 11 o'clock in the day to that time at night.

Mr. Steck is a popular manager and is well liked by his patrons. He is always affable and endeavors at all times to please the theatergoers. His programs are always interesting, the performances being of the higher quality.

Read the Classified Ads.
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On various occasions reports of the Cadillac-Eight beating trains in races between gasoline and steam, but the greatest feat was performed in a race in Iowa a short time ago. The car defeated a train 55 times in a four-day race, causing Manager W. B. Taylor, of the Cadillac company in Ogden, to be much elated.

The Commercial club of Waterloo, Iowa, was making a "get acquainted" tour in a special train, visiting 55 towns. C. A. Morris, the Cadillac dealer at Waterloo, arranged to accompany the train, in a Cadillac, over the entire route. He arranged with a bank or a newspaper in each of the towns to send him to the next town to be visited, someone familiar with the road.

The result was that the Cadillac, though leaving each town at the time the train pulled away, invariably arrived at the next stopping place before the train reached it. Several times, members of the club rode in the Cadillac from point to point; and throughout the trip, the motor car was the chief topic of conversation, not only about the train, but in the towns visited.

The engineer of the train took it as a personal affront that the Cadillac should be such a consistent winner, and on one stretch of about six miles, the last day of the tour, opened up for a gait of 65 miles an hour. But the Cadillac leaped to the same speed and beat the train, as usual.

WOULD GIRLS DO IT NOW?

An interesting incident of pioneer life was related by the late Mrs. Phidelia Farrer of Beaver City, Utah, a short time before her death. The circumstance indicated the disadvantages under which the people of the early days labored and illustrates the fact that the necessity of doing things inculcated frugality, economy, self application to circumstances which resulted at all times in happiness and well deserved pleasure in life.

It was in the early fifties, said Mrs. Farrer, when her father, Chandler Dame, stopped off in Ogden with his family for a year or more, on his way to the southern part of Utah. A little cabin was erected near Ogden river, and, likely in the vicinity of Mound Fort. Times were hard and the children, as well as the parents, had to work.

The gleaning of grain became quite a business with the young folks in the fall of the year and some of the girls became expert. Crops had begun to be of considerable importance at that time, as travelers to California always were anxious to get hold of foodstuffs to last them across the country. Gold was plentiful and it was not at all difficult to strike a bargain. Readily was the gold dust exchanged for wheat.

Mrs. Farrer said that she and a girl friend became adepts in gleaning and in the fall of the year they gathered a number of bushels of wheat from the ditch banks and along the edges of the farms. A party of Californians came along and purchased the wheat that the girls had gathered with parched hands in the heat of the autumn sun.

The girls concluded that they would purchase themselves new calico dresses. The cloth could not be purchased in Ogden, however, so they walked to Salt Lake where a certain store carried the goods. They were two days walking to Salt Lake, stopping at Farmington, where there were a few houses, for the night. It required the same length of time to return home and two days were spent in Salt Lake selecting the patterns, which made six days in all taken up in procuring the goods.

Loud patterns were selected and the young girls were very proud to say the cloth had been purchased in Salt Lake. They also experienced a great deal of pleasure in making the dresses. There were seamstresses in those days and the girl who could not sew was in about as difficult a position as the girl who could not cook a meal or learn to glean wheat.

The skirts worn in those days were rather broad and the yardage in a dress was considerable, but the girls did not care, as they had earned good money gleaning and they proposed to have dresses to their liking. Well, the dresses were finally made and the two girls immediately became the belles of the little settlement on Ogden river, their popularity continuing during the entire winter season. Their dresses were beautiful, and the young ladies were never classed as "wall flowers" at the dances; they danced nearly every time.

"What did the calico cost you?" Mrs. Farrer was asked.

She answered by saying that as near as she could remember it was \$1.35 a yard, and that the same calico can be purchased now at from 15 to 20 cents a yard.

Would the young women of today earn their dresses by gleaning wheat, walk 70 miles to purchase the goods, pay \$1.35 a yard for the calico, and then make their own dresses?

Mrs. Farrer said that herself and girl companion were the happiest girls in the country when they wore their calico dresses.

CHAMPIONSHIP WRESTLING MATCH ALHAMBRA THEATRE

JULY 24
9 P. M.

George Nelson

Present Holder of the Intermountain Heavyweight Title.

V. S.

Pet Visser

Ogden Wrestling Fireman.

\$50.00 has been posted by each of the wrestlers that it will be a clean, finished match, and will satisfy the Public.

PRICES—Ringside, \$1.50; Bleachers, \$1.00; Lower Floor 75c and 50c; Balcony, 35c.

LADIES FREE

Photoplay from 2 p. m. until 9 p. m. Prices 5c and 10c.

Our Increased Business

IS DUE TO THE FACT

THAT OUR SERVICE TO AUTO OWNERS
ANYTIME—IS EFFICIENT—ANYWHERE

Phone Two

OGDEN ELECTRIC SUPPLY COMPANY